

## ABSTRACT

A control apparatus calculates the capacitor maximum power ( $P_{CAPU}$ ) that can be supplied to a capacitor depending on the detected value of the temperature of the capacitor, and calculates the output power ( $P_{FC}$ ) of the fuel cell, the real power of the motor ( $P_{MOT}$ ) that actually powers the drive motor, and the load power ( $P_{AC}$ ) that actually powers an electrical load, excluding the drive motor. The control apparatus calculates the motor power limiting value ( $P_{MOTU}$ ), which is the motor power that corresponds to the capacitor maximum power ( $P_{CAPU}$ ), based on the output power ( $P_{FC}$ ) of the fuel cell, the load power ( $P_{AC}$ ) that powers the electrical load, excluding the drive motor, and the capacitor maximum power ( $P_{CAPU}$ ). The control apparatus outputs to the output controller a control command that directs the real power of the motor ( $P_{MOT}$ ) to take the value of the motor power limiting value ( $P_{MOTU}$ ) in the case that the real power of the motor ( $P_{MOT}$ ) is larger than the motor power limiting value ( $P_{MOTU}$ ). The drivability of a fuel cell vehicle is improved while protecting the capacitor.